Commercial Aviation

INVALUABLE HOSPITALITY

THOSE travellers who either booked in the ordinary way by Air France, or who were members of the special Aero Show Press party last Thursday, had a very great deal for which to be thankful. The train ferry had been cancelled on the previous evening, the Channel sea-passengers had a really unpleasant time, and even Imperials threw in their hand with a wind speed of 45 or 50 m.p.h. Air France ran their services as usual—and very comfortable it was.

Our particular Wibault, leaving a stormy Croydon at 1 p.m., was flown by one of the A.F. veterans, Capt. Lauhle, and he took the machine straight up through 6,oooft. of cloud into bright sunshine and absolutely smooth air. During the two-hour flight the passengers had an occasional glimpse of a Channel largely composed of foam, and the only boat to be seen through the gaps in the clouds was obviously having a very bad time indeed.

When we eventually emerged from the clouds Paris was laid out before us, and five minutes later Lauhle made a thistle-down "wheeler" into the high wind, letting the tail down in due course. Some of the Wibaults have, like the new forty-seater Farman 224 on view at the Show, Goodrich de-icing equipment, but this one was not so equipped. For a few moments during the descent through the clouds we passed a critical temperature-humidity area and ice could be seen forming on the leading edge, but not, probably, until it broke safely away in a warmer layer did the passengers notice it at all. At no time was the layer thick enough to cause anxiety, but—let commercial machines have some form of de-icers for winter operations.

To the majority of the passengers the progress of the magnificent airport buildings at Le Bourget must have come as a surprise. Though still far from ready, they are now in use. To the north-east of the airport, too, experiments with a Lorenz short-wave approach beacon are obviously being carried out; it will be remembered that trouble was experienced with the initial installation owing to the presence of underground power cables and so forth. Le Bourget, with a maximum run of a mile and a quarter in one direction, should be an ideal airport for such approaches and the early morning newspaper machines have been brought in quite often during the past two or three years on the simple "ZZ" system, involving the use of medium-wave D/F only.

On the following day Air France gave a little luncheon to the visitors. M. Charvet, the managing director, was in the chair, and the guests of honour were Mr. J. A. Mollison and M. Michel Detroyat, the famous aerobatic pilot. The former replied to M. Charvet's speech of welcome, and the latter was also forced to his feet to make an pleasant little speech in his own tongue.

Both before and after, Air France's hospitality was boundless—up to the moment of delivery at the door of the Dorchester on Saturday afternoon.

Wacos for Tatas

ACCORDING to information from America, Tata Sons, Ltd., have ordered a Waco C-6 for use on their mail services in India. This, we understand, is likely to be the first of a series.

Blind Approach in South Africa

THE improved radio equipment which has been installed at the Cape Town airport will soon be made available at all main aerodromes throughout the Union. This new equipment includes Lorenz ultra-short wave transmitters and the usual marker beacons.

Helping the Rhodesias

FOLLOWING his offer in September of £10,000 to encourage civil aviation in South Africa, Sir Abe Bailey has now offered £3,500 to the Prime Minister of Southern Rhodesia, who has accepted the gift. It is understood that a similar gift will be offered to Northern Rhodesia.

Out of Egypt

AIRWORK'S associated Egyptian company, Misr-Airwork S.A.E., which started regular operations in August, 1933, has carried a greatly increased number of passengers in the summer months of 1936.

On the Cairo-Alexandria service, approximately 1,810 passengers were carried during June, July and August. This represents an increase of 54 per cent. on the figures for the same period last year. The newly opened Nile Valley service carried approximately 940 passengers during the same three months. The Egypt-Palestine service carried approximately 1,345 passengers, an increase of over 200 per cent. on last year's figures.

Weather Forecast in Africa

AS a result of a conference of meteorological experts held in Lusaka, Northern Rhodesia, last year—the first regional conference of its kind in the world—plans are being made for forecasting weather over Africa as a whole.

At present only certain groups of territories in Africa keep in touch with each other's weather stations, but in future these groups will exchange information.

In the new schedule British East Africa, British, French and Italian Somaliland, and Eritrea will broadcast daily weather reports from the powerful station at Asmara. A similar station in north-west Africa will broadcast collected weather information from the Western Sahara, and a third will report the weather conditions in Nigeria, the Cameroons, French Equatorial Africa and the Belgian Congo.

The international meteorological organisation in Holland has confirmed the findings of the Rhodesian Conference and it is expected that a better understanding of the dry spells, the rains and the winds of the whole of Africa will in due course be attained.

The Tatsfield Accident

IN the official report of the accident to the Sabena Savoia-Marchetti at Tatsfield, Surrey, on December 10, 1935, the Inspector of Accidents states "that the pilot over-estimated his rate of progress during the latter part of the journey and consequently descended from the clouds considerably short of his objective, and was then uncertain of his position; it is difficult to understand . . . why he did not ask for further bearings from Croydon. . . The pilot allowed the aircraft to lose flying speed and stall when executing a steep climbing turn to the left. . . ."

In an additional note, the Air Ministry said that the passengers would be thrown to the front of the cabin at the stall and that the change in load position might have materially affected the pilot's chances of making a recovery.

AERONAUTICAL PATENT SPECIFICATIONS

(The numbers in brackets are those under which the Specifications will be printed and abridged, etc.).

(Published November 5, 1936.)

10476. BENDIX AVIATION CORPORATION: Master cylinder for hydraulic power transmission and more particularly for hydraulic brake systems (454,854).
10655. GERIN, J.: Aeroplane having a variable lifting surface (455,023).
10687. WRIGHT, G. M.: Altimeters for use in aircraft (454,931).
10827. SACHSENBERG, G.: Aircraft hangars, factory buildings and the like (454,865).
11161. MARCONI'S WIRELESS TELEGRAPH CO. LTD., and SMITH, S. B.: Radio direction-finding and directional-receiving installations (454,955).
12382. HAVILLAND, G. DE, and DE HAVILLAND AIRCRAFT CO., LTD.: Cooling of aircraft engines (454,664).
19636. HAVILLAND, G. DE, and DE HAVILLAND AIRCRAFT CO., LTD.: Aircraft and propulsion means therefor (454,983).
35206. SHORT BROS. (ROCHESTER AND BEDFORD), LTD., and GOUGE, A.: Apparatus for discharging fuel or other liquid from aircraft (454,820).
2472. AEROPLANES MORANE-SAULNIER, SOC. ANON, DE CONSTRUCTIONS AERONAUTIQUES: Aeroplanes and flying-machines (454,753).

(Published November 12, 1936.)

7363. ELLIOTT, A. G., RUBBRA, A. A., and FAIRHURST, L. G.: Variable-pitch airscrews (455,044).
17614. ELLOR, J. E.: Breathers for aircraft engines (455,314).
21843. SHORT BROS. (ROCHESTER AND BEDFORD), LTD., and PARKS, A. G.: Directional wireless apparatus for aircraft (455,164).
22545. BRISTOL AEROPLANE CO., LTD., FEDDEN, A. H. R., and COPLEY, J. W.: Cowls for air-cooled aircraft engines (455,248).
22546. BRISTOL AEROPLANE CO., LTD., FEDDEN, A. H. R., and COPLEY, J. W.: Cowls for air-cooled aircraft engines (455,249).
20442. DODSON, E.: Means for controlling internal-combustion engines for aircraft (455,106).
32294. SHORT BROS. (ROCHESTER AND BEDFORD), LTD., and HART, S. G.: Stiffened air-ducts (455,110).
35968. TREVOR, A. H.: Aeroplane kite (455,067).
6917. ELLIOTT, A. G., RUBBRA, A. A., and FAIRHURST, L. G.: Variable-pitch airscrews (455,074).

(Published November 19, 1936.)

1927. SANDERS, C.: Propulsion means for watercraft and aircraft (455,068).
8447. AVIATION AND GENERAL PRODUCTS, LTD., and JEFFCOAT, L. G.: Time-registering devices for use in aircraft and vehicles (455,380).
11994. NAZIR, P. P.: Aeroplanes and the like (455,501).
12231. DOWTY, G. H.: Retractable undercarriage for aircraft (455,384).
29492. SPERRY GYROSCOPE CO., INC.: Servo motors for use on aircraft (455,078).
31805. SOC. DES AERONEFS MIGNET.: Aeroplane (455,462).